

MEMORIALS

DRAWER IIA

LINCOLN STATE PARK
(TRODING)

162007 96-0615



Indiana Memorials

Lincoln Ferry State Park

Excerpts from newspapers and other sources

From the files of the
Lincoln Financial Foundation Collection

New Light Thrown on Pioneer Route of Lincoln Family

Old Deed Record Discovered in Indiana Marks Ferry Crossing on Ohio

1928

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

CANNELTON, Ind.—Lincoln biographers and historians long baffled by the problem of just where Thomas Lincoln and his family crossed the Ohio River from Kentucky into Indiana, may find its solution in a document just discovered by Circuit Judge Oscar Minor in the Perry County Court House here, bound as an insert in original Deed Book "A," pages 9 and 10.

Under the date of Aug. 20, 1866, Jacob Weatherholt, Jr., then aged 71, writes in his own hand: "My father Jacob Weatherholt, Sr., ferried Thomas Lincoln and his family; wife Nancy, daughter Sarah, and son Abraham, age eight years; from the hills of Kentucky to Indiana; consisting of a yoke of oxen, a cow, a cart and camping on land I now own, and next day made his way down the Indiana banks of the Ohio by Indian trails and paths, camping the second night at Rock Island, where General Lafayette was wrecked in 1825, and then made his way to his new Indiana home where he had taken up a Federal land claim at Vincennes."

The document further states that "in the spring of 1819 Thomas Lincoln returned to his old Kentucky home by the same trail and brought back with him his second wife, by name of Sarah Bush."

Other facts concerning the Lincolns are given, and Judge Minor regards the document as indisputable *prima facie* evidence, testimony of a nature that would stand in any court of law, since in a concluding paragraph the witness mentions "this being 1866, just 50 years back 1816, since I first knew Abraham Lincoln."

The signed statement entered at the time of its writing by William P. Drumb, recorder, has a duplicate in possession of the grandson of Jacob Weatherholt Jr., who owns part of the land referred to, and operates a ferry between his home at Tobinport, Ind., and the town of Cloverport, Ky., just where his great-grandfather ferried the Lincolns across.

Waveland-Brown Township Library

Waveland, Indiana

May 16th. 1931.

The Lincoln National Life Insurance Co.:

Dear Sirs,

Glad you liked the posters & you may keep them. Some day I think I will send you a photograph of the bridge that replaced the Lincoln ferry over Anderson and also shows the house Lincoln rocked in. The house had been moved back from facing the river to face the road or street that led to the bridge.

Both have been torn down and an iron bridge spans the creek at this place now. The woodcut of Anderson creek in Parrott's "Life and Speeches of A. Lincoln" published in 1865 is perhaps the most like what the landing was at the time he did run the ferry. The Ohio river in her turbulent time washed the front road away was the whyfore of moving the house back farther from the river.

I was born and reared in sight of these places: and Taylor whom Lincoln worked for was my Great-reat grandfather on my mother's side. I was brought up on Lincoln lore; The whyfore of having these pictures in my possession and knowing they are what I claim them to be.

Sincerely,

Mrs. T. E. Huston

May 19, 1931

Mrs. T. E. Huston
Waveland-Brown Township Library
Waveland, Indiana

My dear Mrs. Huston:

Upon receiving the posters which you kindly forwarded, I was confident that there was someone directing the making of these exhibits which must have had a good Lincoln background.

It is a pleasure, indeed, to get in touch with one who is so closely associated with the environment in which Lincoln moved as a boy.

I am getting ready for the press a rather extensive study of Lincoln's formative years spent in Southern Indiana and I can use to very great advantage any early portraits or traditions which might be associated with the Anderson Creek community.

If any of your reminiscences have been put in print, I should like very much to have access to them, as I am very anxious that my forthcoming book will be as complete as research can make it.

It has occurred to me that your library should have the weekly Lincoln bulletin which we issue, and I am pleased to send you as many back numbers as we can get together, and also place the name of the library on the mailing list for this bulletin. It is sent gratis to about 3,000 Lincoln students.

If it is possible for us to secure a photograph of the old bridge that replaced the ferry, we would like to have that.

If there is any way in which this Foundation can serve you, kindly let us know.

Respectfully yours,

Waveland-Brown Township Library
Waveland, Indiana

Sept. 9th. 1931.

Dr. Lewis A Warren;

Dear Sir,

Enclosed is the photograph of the house I
was brought up in which was built by Green Taylor. The enclosed
clipping covers the facts pretty closely.

The McDaniels and the Taylors, ~~etc.~~ Bowies
all came from near the same place in Kentucky as the Lincoln
family. Some think it might have had some influence on the (Tree)
of the Lincoln family:

sincerely,

(Mrs.) *Souise Huston*

September 15, 1931

Mrs. Louise Huston
Haveland, Indiana

My dear Mrs. Huston:

I seem to be continually under obligation to you for the very fine pictures of Anderson Creek community.

I know the house which is portrayed in the photograph you recently sent me, but I tried to take a picture of it at one time and the day was so bad I could not get a good likeness, and I am glad to get the one which you have sent.

I appreciate very much your keeping me in touch with events which happened at Anderson Creek, as I am very anxious in my forthcoming book to discuss thoroughly the period of Lincoln's life spent at this interesting point.

Very sincerely yours,

Director
Lincoln Historical Research Foundation

LAW:EB

AGAIN, THE LINCOLN-FERRIAGE OF THE OHIO RIVER.

"Lincoln Lore," published by The Lincoln National Life Foundation, of which Dr. Louis A. Warren is editor, in its issue of August 29, 1932, quotes various writers of Lincoln biography and then assumes to place the crossing point for the Lincoln Memorial Highway at Hawesville as "it would appear from the evidence available that if a bridge is built across the Ohio between Hawesville and Cannelton it will be in the general proximity of the place where the Lincoln family crossed in 1816." His deduction is that the Lincoln family crossed the Ohio river on Thompson's Ferry, which had a Kentucky landing at the mouth of Yellow creek.

Dr. Warren quotes Brockett and Barrett, and quotes Barrett as obtaining his information directly from the presidential candidate, Abraham Lincoln. He then quotes other authorities and states, "whether or not the other biographers followed Barrett's lead in naming the place of crossing we cannot say."

The writer agrees with Dr. Warren thus far and also agrees with Barrett's description of the town of Troy, which closes with "(Troy) was a place of some consequence both for its river trade and as the county seat." But we disagree with Dr. Warren's conclusions and give the following reasons:

Both Brockett and Barrett evidently knew of Troy — from a distance; but they did not know of the important main trail crossing of the Ohio river for the Hartford-Vincennes Trail which crossed from the north of Blackford creek to the present site of Grandview because it is not so given in Indiana histories. Abraham Lincoln knew Troy intimately and if the family had landed at Troy he would have said so with definiteness when giving Barrett the information for the campaign book. The mere fact that he stated the family crossed "at or near the mouth of Anderson creek" shuts Troy out of the controversy. Abe Lincoln conducted a ferry at the mouth of Anderson, across the creek and not across the river, and therefore knew of Troy. Hence, the landing site must have been below the mouth of Anderson creek and there was no town, in that day, between Anderson and Rockport. So this landing site must have been between the mouth of Anderson creek and Rockport, according to the documentaries named by Dr. Warren.

According to all available records and tradition of flatboat and steamboat days, the site of Grandview exceeded in river business the town of Troy even as late as 1880, and flatboat days extended back as far as 1816 and perhaps earlier.

Abe Lincoln crossed the Ohio river with his parents when he was two months less than seven years of age and he would remember with distinctness what his parents said about the crossing point. His mother died when he was about four months under nine years of age; hence we place the greatest value upon the statements of his step-mother, who crossed the Ohio river (when coming to Indiana) about a mile below the mouth of Anderson creek, and these statements Abe heard most and last — unless she differed very much from the usual line of step-mothers. Another factor that enters into this evidence of the crossing point is that the Grigsbys and Thomas Lincoln were not friendly when he left Indiana and it has taken years for this breach to heal so that the truth could be obtained from them.

The big facts that Abe would remember about the crossing of the river are the flatboat and the swollen river — the biggest he had ever seen up to this time; and these facts are both mentioned by Brockett and Barrett. The actual site would be indistinct because there was nothing to specifically mark it in his mind, and his sister's untimely death from her husband's neglect (?) was not forgotten; and his sister's brother-in-law operated the ferry before the Lincoln's left the state. (Reuben Grigsby, Aaron's brother, operated the ferry in 1829.)

The swollen river throws some difficulties for Dr. Warren to explain, if his position and deduction is correct. If the Ohio river is swollen, Anderson and Crooked creeks must also be swollen by the "back water" if not from rains. Anderson creek has been proven "navigable" for a distance of ten miles from its mouth when the Ohio is at flood stage; and where was the ferry or safe ford for the Lincoln Caravan across Anderson creek? Crooked creek is not navigable but a safe ford could not be

found for nearly the same distance from the Ohio river, under the same conditions. Would the Lincoln Caravan take the chance at two questionable fords when another route, not far away, would call for no questionable fords nor ferries, except the Ohio river? The main trail route has two small creeks — Blackford and Big Sandy — which are fordable during high water within three miles of the river. And the Indiana landing site provides safe passage for the Caravan during high water.

The Lincoln election campaign of 1864 was prolific with numerous misrepresentations which have clung with their penurious influence until accepted by many historians, and the ferriage site is no exception.

Abe's sister, Sarah, married Aaron Grigsby, and from her relatives the writer has obtained statements and substantiated them with such documentary as is available, that the Lincoln Caravan crossed on the main Hartford-Vincennes Trail and that the crossing point of the Ohio river is from the mouth of Blackford creek, Kentucky, which creek is directly opposite Grandview, and this route had but one ferriage, namely: the Ohio river. This Grigsby family evidence is also substantiated by others than the Lincoln relatives; and it all agrees with and amplifies the statements of Brockett and Barrett. And it has been published as a copyright serial story in The Monitor under the heading, "Sandy Creek Landing Greets the Lincolns."

If the statements of Brockett and Barrett are to be ignored and the Lincoln Memorial Highway led to a present day bridge site for the crossing of the Ohio river, then by all means it should be given to the site for the Rockport-Owensboro bridge, which is nearest to the actual site of the ferriage of the Lincoln Caravan, and it leaves the remainder of the route taken by the Lincoln Caravan free from any physical obstructions of impassable fords or additional ferries. This would give the State of Kentucky the excellent reason for improving the Hardinsburg-Owensboro Trail, a shorter route between Owensboro and Louisville, and also the Hartford-Vincennes Trail to the Rockport-Owensboro bridge site.

The position chosen by Dr. Warren does not harmonize with the documentary of Brockett and Barrett and it does not harmonize with the evidence of the Sarah Lincoln Grigsby kinfolk descendants, and both are surely of some historical value.

Charles T. Baker, Grandview, Ind.

Correspondence with Dr. Warren brings the information that he links the ferriage statement of Barrett (found on page 22 of his biography) with the description of the town of Tracy (found on page 26) — surely two widely separated paragraphs to bring together for one subject. Why not bring the mention of Rockport (in the paragraph with Troy) and conclude that they crossed at Rockport also. We invite every student of Lincoln history to examine the record carefully and then write us of the connection of either Troy or Rockport with the ferriage mention.

Historians Believe Fulton, Inventor of Steamboat, Lies

1936 Buried on Hilltop at Troy

TROY, June 27.—(Special)—At the southern edge of Troy stands a high hill known as Fulton hill. Somewhere on this hill, historians believe, rests Robert Fulton, inventor of the steamboat.

Fulton and his brother Abraham, coming down the Ohio river, had looked upon the land surrounding Troy and found it good. They purchased a large tract between Troy and Tell City. While erecting a home on the hill Abraham was accidentally killed when a timber fell upon him and Robert gave up the project.

Where Robert was buried no one has been able to learn definitely, but tradition has it that he lies in an unmarked grave on the hill here bearing his name. There is no satisfactory evidence to the contrary.

TROY SECOND OLDEST TOWN

Troy is recognized as the second oldest settlement in Indiana, Vincennes alone having been settled earlier. Troy was laid out in 1815, although there were pioneer homes there many years earlier. It was re-incorporated in 1859.

Another great name linked with Troy history is that of Abraham Lincoln, who as a youth of 19 in 1828 worked as a ferryman on a ferry across Anderson creek near here.

A town of 560 population, Troy has two factories, the Troy Chair factory and the Hartsel Huff swing and chair factory. There is also a sawmill operated by Otto Collingmon.

As an improvement to the town physically, WPA workers this year are filling a depression next to the high school building. After filling, the place will be used as a recreation lot.

It has been a breeding place for mosquitoes and its improvement fills a long felt need. The federal government provided \$5,000 in funds, the town furnishing equipment and a paid supervisor.

REFINERY ACTIVE

The town also this summer is tearing down an old building and erecting a new filling station.

Chief of the industries of Troy—although it lies outside the corporate limits and even over the Perry county line in Spencer county—is the Troy Refining corporation, a rapidly expanding concern.

This corporation, which receives its crude oil from eight wells of its own and three others in the nearby area, has outlets for its products in Spencer, Perry and Dubois counties and in Hancock county, Ky. It also sells Diesel motor fuel to the Hancock Truck lines in Evansville.

1935 GOOD YEAR

Last year alone the corporation produced 314,000 gallons of road oil, 82,839 gallons of gasoline 66,667 gallons of kerosene, 137,267 gallons of furnace oil, and 62,725 gallons of tractor distillate. That year the corporation paid a 10 per cent dividend.

This year the company has contracts for the supplying of a half million gallons of road and street oil, one-half of which will be produced in its own plant. The concern also is distributor in 18 counties for one of the better known motor oils.

Auburn Stinson is president of the corporation and his brother, Dewey, is secretary-treasurer and manager.

The corporation has outlets for all of its available supply and, Dewey Stinson said, will be able to expand when new sources of supply are found. The company at present is drilling another well.

6/27/1936

1808 -- ANDERSON FERRY -- 1834

The Thompson Ferry of 1816, Between the Thompson Farm in the Lewis Bottoms of Kentucky and the Posey Farm in Hurricane Township in Indiana, was also the Dill Ferry of 1827. One Mile Below the Mouth of Anderson River, Favorable Bridge Site.

"Let us have faith that right makes might and in that faith, let us to the end, dare to do our duty as we stand it." — Lincoln.

Finding historical foundation stones
On which to build a structure solid
Gives added strength, and symmetrical tones
Shine through the halls and rooms when crowded.

(Copyright, 1937, C. T. Baker)

Hunters often find what they are looking for. This happened in of the "five mile law." The research work of the writer some months ago. While hunting for qualifications for citizenship back in 1816, John Marshall Power, in his territorial days, the compulsory military training law was found which compelled all males of 18 years and upward to 45, with few exceptions, to enroll for duty and appear for drill at least five days per year. Abraham Lincoln became of age in this country and therefore must enroll for drill duty or be fined. You may rest assured that Abe Lincoln was never fined for lack of attendance.

Another Historical Find

And again, of late, an effort was made to check Ohio River distances against those given by an early traveler. The search disclosed that the Indiana State Library had certain volumes of *The Navigator*, an Ohio River anthology, but they were not "in circulation." Through the kindness of Miss Thelma M. Murphy, of Indianapolis, a copy from this publication was obtained describing the river from the mouth of Big Blue river to Green river, and it contained this unexpected notation:

Citation for Anderson's Ferry

Anderson River, right side, 15 miles from Deer Creek.

Anderson's Ferry, left side, a creek right side.

One mile from Anderson River and 8½ miles from Frankfort.

One mile below the ferry is a small island lying close to the right hand shore, channel left shore.

About 5 miles below Anderson's Ferry is a large sandbar, called Anderson's Bar, putting out from left shore, channel close to right shore.

Blackford's Creek, left side, small creek right side, 12 miles from Anderson's Ferry.

From the above it is certain that the Indiana ferry landing was at the mouth of Crooked creek, and the bar five miles below is called the James Bar today. Big Sandy creek is opposite the mouth of Blackford creek.

The first mention in these volumes in the state library was in the first, or 1808 edition, and it carried through to the 1834 edition. This started a search for additional data. Was this the same site as the Thompson ferry of 1816 and the John Dill ferry of 1827? Both are mentioned in Lincoln history.

Then, too, the ferry in that early day signified a trail crossing or there would be no business to support it. It signified a trail leading north on the west side of Anderson river, which not fordable in many flood waters between its mouth and the Huffman Mill site. Therefore there was a trail leading north from the mouth of Crooked creek, and on the west side of Anderson River to the east and west Troy-Gentryville trail, and likely to the other east and west trail — the Elizabethtown, Ky., and Vincennes trail, crossed the Ohio River at Concordia, Ky., and the Anderson River at the Huffman Mill site and connecting Huffman Mill and Gentryville.

Historians state that Thomas Lincoln, on his first or prospecting trip in 1816, sold his boat to Thompson and left his tools with Frank Posey, and set out afoot, etc. This ferry landing in Indiana and the Posey farm are on the same site, for the reason that Posey entered this land in April, 1811. Lincoln undoubtedly visited the home of Niah Lincoln on the west side of Anderson River, and the home of Joseph Hanke, on the Huffman Mill-Gentryville trail, before calling on Reuben Grigsby.

And in the 1834 edition of the Western Pilot is found the same notation of Anderson's Ferry.

Thompson Owned Kentucky Landing Site

Here, then, was undoubtedly the exact location for the Thompson Ferry, but these citations do not

1826, they crossed the river on this ferry.

When John T. Dill haled Abe Lincoln into "Squire Posey's" court for taking two men to a steamboat on the river in 1827, he was seeking the protection of his rights under "the five mile law." Abe was acquitted after pleading his own case because he did not take passengers across the river but only to a steamboat.

The bottoms on either side of the river at this point and also the river conditions provide a quite favorable bridge site.

The writer is under obligations to Col. F. M. Van Natter for examination of certain records in the Congressional Library, Washington, D.C.; W. C. Roessner for like favors at the Willard Library, Evansville; Miss Lizzie Kinkaid, of The Filson Club, Louisville, who brought the citations down to 1834.

Lincoln history students desiring additional citations concerning the above article may obtain same by addressing the editor of this paper. Send an extra copy to your friends. Copies will be mailed to any address for five cents each; postage stamps received.

Arriving at the proper landing place on the banks of the Ohio, the little caravan embarked on a flatboat, and floated across the stream, now swollen to flood proportions by the autumn rains. Finally reaching the Indiana side, the adventurers landed at or near the mouth of Anderson creek.

That "at or near" could mean this documentary ferry site at the upper edge of the "Lewis Bottoms," a mile

from the mouth of Anderson and a mile and a half below Troy, or the traditional ferry site from the mouth of Blackford creek, "twelve miles from Anderson's ferry," and at the western edge of the Lewis Bottoms.

Either of these ferry sites would have the caravan a trail north from the Ohio river without a ford, unless the river was more than bank full.

No other route giving recognition would provide a route without a ford or ferry in Indiana, and the drivers of the caravan would most certainly choose a route without either if they could.

The above citations and comments detract in no way from the claims previously published in these columns that the caravan crossed the Ohio river from the mouth of Blackford creek and landed at Yellow Banks, n. w. Grandview, which has been mentioned as "near Troy" in Lake's Atlas.

Surely the Thompson Ferry

But was this Anderson Ferry site the same as the Thompson ferry site? Mrs. W. T. Mastin, registrar of the Owensboro Chapter of the D. A. R., states that the Squire Posey farm was between the Thompson farm and the John T. Dill farm in

these early days, and she was born in Hancock county. The citations all give the fact the ferry was on the Kentucky side, which infers it was a Kentucky owned ferry. In as much as both Thompson and Dill owned

land lived on land at the ferry site it is reasonable to suppose it may have been operated by them. And Jo. C. Bell, Sr., present postmaster of Lewisport, quotes Len. Dill as saying

that his (Dill's) grand-father married the widow Thompson and the

ferry landing was on the Thompson farm. The task of confirming these latter statements with documentary evidence is not completed; neither are

some other features that may be run out, but the writer has faith that the tradition is correct and releases the story.

The fact that these river publications carry the ferry site continually in the name of Anderson is no detriment to the above statement, as the authors were not concerned in ownership of the ferry but only as a menace to navigation.

Ralph Crum, Thomas Lincoln's brother-in-law, brought the second Mrs. Lincoln (Sarah Bush Johnston) and her children and furniture to this ferry site in 1819 but Crum did not

cross into Indiana.

Upon the return from Kentucky of the bridal party of Aaron Grigsby and Sarah Lincoln Grigsby in August,

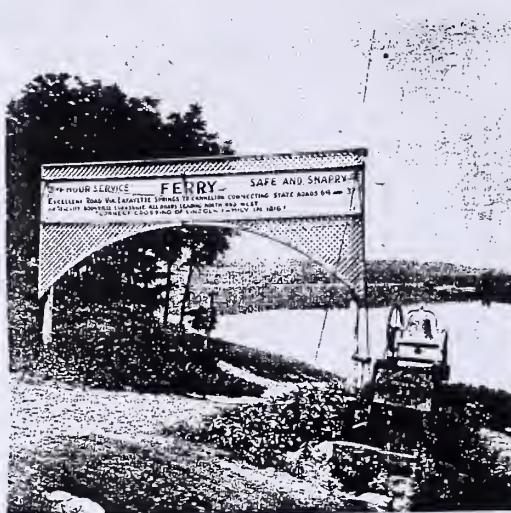
^NITOR, October 27, 1938

ANOTHER LINCOLN PARK

Indiana is assured of another Lincoln park. The State Highway Commission has acquired a portion of the farm in Perry county which is the site of the ferry on Anderson creek where Abe Lincoln conducted the ferry for Walter Taylor, and from which ferry he took two passengers to a steamboat on the Ohio river and received his first "tip;" and got into trouble with the Dill Brothers, who operated the ferry on the Ohio river.

The new park site was secured by reason of requests from the Boonville Press Club and other organizations of this and adjoining counties.

On the Lincoln Trail to Indiana

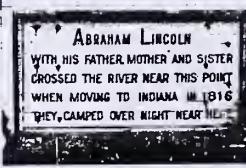


CLOVERPORT FERRY: Here It Is
Crossed the Lincoln Family Crossed
the Ohio, and on the Indiana Side
Appears the Sign Shown at the Right

WHEN THE LITTLE FAMILY OF Thomas Lincoln wended its way across the Kentucky countryside to a suitable place to cross the Ohio River on the way to Indiana, little did the Lincolns suspect that very incident in the journey would cause on-going controversies along the banks of the Ohio. Today, many towns claim to include the location where the family crossed the river.

From Stephensport, Kentucky, to Rockport, Indiana, there are claimants. It is not merely historical significance that urges these competitors to assert themselves. A bridge is to span the Ohio on the Lincoln Trail, and what town would turn down a bridge if the possibility depended on affirmation of the fact that Lincoln crossed the river at a particular spot?

Historians differ as to the exact spot and some do not indicate it at all. One writer says the Lincoln family spent the night in Cloverport, Kentucky, traveled 10 miles down the river to the point where Hawesville now is, and crossed the river to the present site of Cannelton, Indiana. Anyone familiar with the section would note the improbability of this. The Kentucky side of the river between Cloverport and Hawesville was almost impassable at that time, as the hills rise in undulating knobs



up to the edge of the water and the deep bend of the river causes it to cut into the rocky ledges in many places.

Across from Cloverport, the flat bottom land stretches a great width for miles. Before the nineteenth century a well-traversed road lay along the fertile plain.

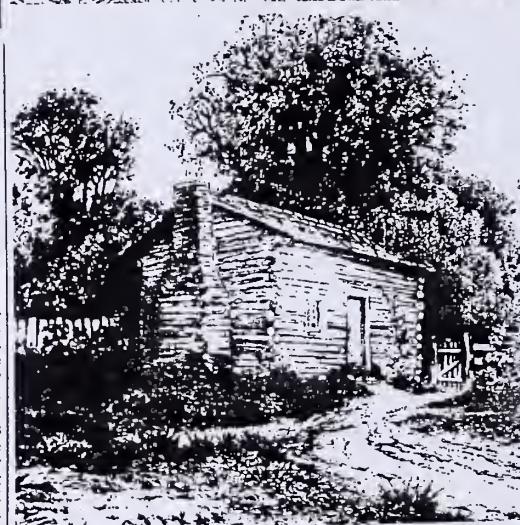
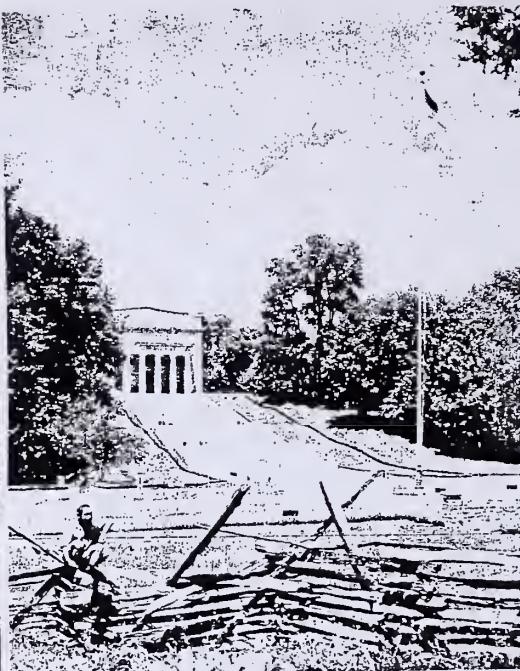
Cloverport is in an almost direct line from Hodgenville. Nolin Creek and Knob Creek, Lincoln's birthplace and his residence at the time he left Kentucky, are near Hodgenville. A trail lay between Fort Hines and Fort Hardin, now Hardinsburg. It was over this route the Thomas Lincolns carted their way toward their destination in Indiana.

The October weather was frosty as they followed the trail. It is told that when they reached Rough Creek, their dog refused to cross in the cold water. Little Abe, who had forded the creek on the ox cart, pulled off his boots and waded back to carry his pet across.

They spent the night at Fort Hardin. It was Aunt Minerva, an old Negro slave, who set the future President on a doorstep and fed him bread and milk.

Next day the Lincolns took their yoke of oxen and cart over the route that Joe Houston had traveled in 1798 when he went to claim his grant of land from the Virginia Company. There at the mouth of Clover Creek was Joeville, a river port since 1801. There, too, was the ferry which was licensed since 1802.

It is at Cloverport, Kentucky (the former Joeville), that Edward Gregory, one of the oldest residents, contends that the Lincolns crossed the Ohio. There are records to prove this assertion. In the Cannelton, Indiana, archives is a statement of Jacob



WHERE THE TREK STARTED: The Little Cabin Where the Great Emancipator Was Born Is Now Enclosed in a Stately Memorial (Top) Near Hodgenville, Kentucky

Weatherholt, Jr., that his father "ferried Thomas Lincoln and family, his wife Nancy, daughter Sarah, and son Abraham, age eight years, from the hills of Kentucky to Indiana. Consisting of a yoke of oxen, a cow, a cart, and some camping outfit. By a canoe and raft made of logs, . . . camped over night on land I now own." Jacob Weatherholt, Jr., was 21 in 1816 when the Lincolns crossed, and remembered it well.

The affidavits of the son of another eyewitness vividly describe the little family leaving their home shores for those of the newly-made state. The oxen driven by Thomas Lincoln were so large they drew a crowd at Fort Hardin. The cow was tied to the rear of the cart. When the family reached Joeville, the ferry could not take the cart over, so a raft of logs had to be made. A canoe, used to transport passengers, rowed by one man, pulled the raft over the river from the Jake Weatherholt landing on the Kentucky side to the Buley Lamb ferry on the Indiana side. Another man on the rear end of the raft pushed with a long pole. The two oxen and the cow were forced to swim over.

The little family camped for the night on the bank of the

river on the Indiana side. Next day they traveled westward along the river. They spent the next night at what is now known as Lafayette Spring, sometime Lincoln Spring. (A few years later, in 1825, Lafayette's boat was wrecked on Rock Island and he was forced to remain over night at a near-by house. Both of these famous men drank out of the spring.)

Farther down the river is Anderson Creek, where the family crossed and where young Abe had a ferry a few years later.

Back in the hills, the Lincoln found a spring, more important than rich lands to the early settlers, and on a knoll built their three-sided cabin with animal skins for the fourth side. Though the place is without trees today and the spring is almost dry, 100 years ago it was wooded and the spring was furnishing abundant water supply. On the opposite knoll is the park which includes the fence-enclosed grave of Nancy Hanks Abe's mother. The little town is Lincoln City.

All through this country old records are being searched and the memories of old citizens are being revived to follow the trail where the Lincoln family crossed the Ohio.

E. L. S.

New Lincoln Park Dedicated Oct. 8

[Special to *The Indianapolis Star*.]

Boonville, Ind., Aug. 3.—A new Lincoln park, at the mouth of Anderson creek in Perry county, where Abraham Lincoln operated a ferry in 1828, will be dedicated Oct. 8, under the auspices of the Boonville Press Club, with James M. Tucker, secretary of state, speaking on the life of Lincoln, and T. A. Dicus, chairman of the Indiana Highway Commission discussing work of the commission in roadside beautification.

The Boonville Press Club and other southwestern Indiana civic organizations, asked Governor M. Clifford Townsend and the highway commission to acquire the Anderson creek site as a roadside park. In the fall of 1938 the highway commission acquired the land.

H. J. Schnitzius, landscape supervisor of the highway commission, directed beautification of the site which will bear the name of Lincoln Perry Park.

Ernest W. Owen, president of the press club, announced that civic organizations of Perry, Spencer and Warrick counties will join in the program Oct. 8.

8/3/1939

Number 13

A NEW LINCOLN PARK

Boonville, Sept. 13.—Indiana will dedicate a new Lincoln park Sunday, October first, which will be known as the "Abe Lincoln Ferry Park." It is located at the mouth of Anderson creek in Spencer county, near the site where Abe Lincoln operated a ferry across the creek in 1825-1826. It is where the young Abe, then 17 years of age, earned his first dollar.

The Boonville Press Club will have charge of the program, which will include a dedicatory address by T. A. Dicus, chairman of the Indiana Highway Commission, and an address on Abe Lincoln, the ferryman, by James M. Tucker, secretary of state, and a talk by Ross Lockridge, Indiana historian, on the importance of erecting a monument to Lincoln on the site of his Anderson creek ferry. There will be music by a band, and citizens of the adjoining counties are expected to be present in large numbers.

The program will begin at 1:30 p.m. and is free to all.

monday 8-14-39

NEWTONVILLE

Will Be Dedicated

Road Commission Takes Over Park Site on Ind. 66.

[Special to *The Indianapolis Star*.]

Boonville, Ind., Aug. 28.—Abraham Lincoln's ferry on Ind. 66 in Perry county, where the Ohio river and Anderson creek join, has been acquired by the Indiana Highway Commission and will be known as Lincoln's ferry park, Ernest W. Owen, president of the Boonville Press Club, announced today. The ferry will be dedicated Sunday, Oct. 1, under auspices of the Boonville Press Club, with many state officials in attendance, including all members of the Indiana Highway Commission, and with T. A. Dicus, chairman, and James M. Tucker, secretary of state, making the principal addresses.

Acquisition of this Lincoln site gives the state two Lincoln parks, the other being the Lincoln State Park at Lincoln City, including the memorial site where his mother, Nancy Hanks, is buried.

The Boonville Press Club, in its annual meeting at the grave of Nancy Hanks in 1938, urged the Indiana Highway Commission to buy the land adjoining the Lincoln ferry, and numerous civic organizations joined in its request. Governor M. Clifford Townsend was sympathetic and about a year ago the site was purchased. The Press Club was invited to arrange the dedication program.

The Lincoln ferry was operated by young Abe in his 17th year, 1825-1826, for a period of nine months. His ferry was capable of taking a team and a wagon across this river which was very deep and often swollen.

8/28/1957

Abe Lincoln Park to Be Dedicated



SHELTER HOUSE AT ABE LINCOLN PARK.

[Special to *The Indianapolis Star*.] Troy, Ind., Sept. 29.—At least 6,000 persons are expected to turn out from Perry, Spencer and Warren counties Sunday afternoon for the dedication of the new Abe Lincoln park one mile west of this city.

The program will be under the auspices of the Boonville Press Club, with T. A. Dicus, chairman of the Indiana Highway Commission, making the dedication speech, and C. W. Siniff and Howard Atcheson commission members also taking part.

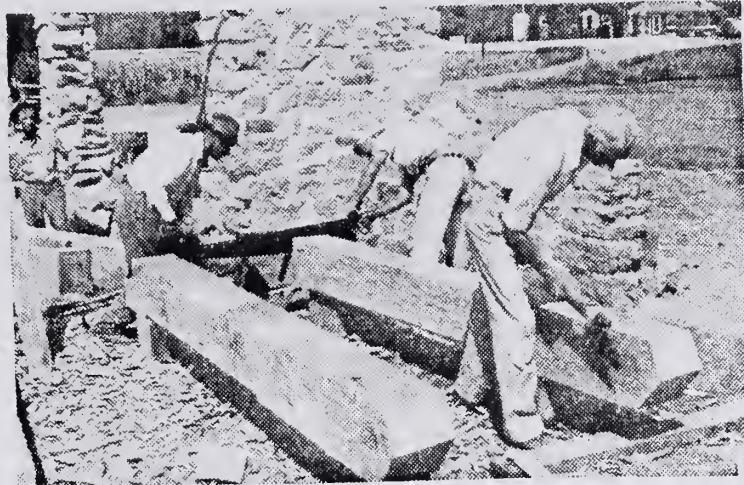
James M. Tucker, secretary of

state, will speak on "Abe Lincoln, the Ferryman" and Ross F. Lockridge, member of the Indiana Lincoln memorial commission, "Let us here erect a suitable monument to Abraham Lincoln."

The park marks the place where young Abe Lincoln, in 1825-1826, operated a ferry on Anderson creek near its confluence with the Ohio river. The highway commission has improved the park area and a shelter house has been erected. A movement to erect a monument to Lincoln will be inaugurated Sunday, and committees named to raise funds for the purpose.

9/29/1939

Roadside Park Near Troy Will Be Dedicated Sunday



(Courtesy Ora Brown Historical Collection)

Workmen preparing an outdoor oven on the picnic grounds of the new Lincoln Ferry park on Highway 66 at the mouth of historic Anderson creek.

By MONTE M. KATTERJOHN

TROY, Sept. 28.—Three acres of the old James Taylor farmsite one-half mile west of Troy, just off the pioneer Troy-to-Vincennes road that looks out on highway 66 are undergoing a beautification scheme towards becoming Indiana's 46th roadside park.

At a basket dinner celebration next Sunday, in which civic groups of Perry county and the Boonville Press club will act as hosts, James M. Tucker, Indiana secretary of state, will dedicate the area as Lincoln Ferry park. Of significant historical meaning, the landscaped recreational site was approved by the Indiana highway commission, the state board of education and the Indiana University foundation.

Adjacent to Anderson creek that defines the boundaries between Spencer and Perry counties, the new park embraces the river region where Hugh Thompson's Kentucky ferryboat landed when the family of Thomas Lincoln first touched Hoosier soil in 1816. On the same site 10 years later 17-year-old Abe Lincoln helped to build and operate a ferryboat, and wondered if he would ever pilot an elegant steamboat like the palatial double-decker "Washington" that plied the waters of the Ohio to the mighty Mississippi after 1817. It made a 43-day round trip from Louisville to New Orleans.

"Abe, your age is against you. You are not 21 yet," the Gentryville merchant, William Wood, replied in 1828 when young Lincoln asked him for recommendation to some steamboat captain. "I concluded

not to do it for the boy's good." Woods recalled when Lincoln became nationally famous as the debating opponent of Senator Stephen A. Douglas.

The historic area where pioneer river passengers rang a ferry bell that summoned a future president of the United States to the Indiana shore has been converted into a blend of river scenery and streamside picnic grounds. It is being equipped with outdoor ovens, roadside benches and tables and a shelter house. Southern Indiana schools, clubs and historical societies will be invited to conduct classes in history upon the actual pioneer immigration territory along the Ohio river which the sponsor of the new park, the Boonville Press club, declares was once "The Main street of America."

"I earned my first dollar sculling two men and their trunks out to the middle of the Ohio river to catch an steamboat that would not land," President Lincoln once told his cabinet concerning his ambitious ferryboat days in Indiana. He confided that he had longed to become one of the nabobs of the river.

Every circumstance of backwoods life combined to deny him the privilege of some day commanding from a steamboat pilot house. Instead he remained in the Anderson creek country and read, studying up on the problems of his growing nation. Before the golden age of the steamboat had arrived Abraham Lincoln sat in the White House and waged a great war that was to accentuate the steamboat's hey-dey and then its passing.

SOUTH INDIANA PARK WILL BE DEDICATED AS LINCOLN SHRINE

Troy, Ind., Sept. 30 (P).—A living shrine to Abraham Lincoln will be dedicated tomorrow in this quiet southern Indiana community which knew him as a tall youth of 17 learning early lessons of courage.

Here on the banks of deep, swift Anderson creek, which intercepts the course of the Ohio river, the Indiana highway commission has acquired three wooded acres to mark the site of Lincoln's operations as a ferryman for nine months in 1825-'26.

The shrine is to be called "Lincoln Ferry park" and among its tall trees soon will stand a life-size statue of the civil war president. History has it that Lincoln earned his first dollar by sculling two men and their baggage into the Ohio river at this point to catch a steamer. Many years later he told a war harassed cabinet the incident made him "a more hopeful and thoughtful boy."

9/30/1939

10/3/1939

Tucker Will Dedicate Anderson Creek Park Today

"Abraham Lincoln, Ferryman," Selected as Secretary of State's Topic at Ceremony.

By MONTE M. KATTERJOHN.

TO RIVER enthusiasts, dedication of the new roadside park today at Anderson Creek, Ind., by James M. Tucker, Indiana secretary of state, carries an additional meaning other than expressing Indiana's pride in Abraham Lincoln's 14 formative years as a Hoosier.

In dedicating Lincoln Ferry park to public use, Secretary Tucker will speak on "Abraham Lincoln, Ferryman."

River successors of the pioneer ferryboat operator think of the Emancipator as one who fell under the spell of the rolling Ohio, and like themselves, dreamed of becoming one of its nabobs.

25 Cents Was Fixed Price.

"In Lincoln's time, 25 cents was the fixed price for ferrying a man and his horse across the river," says Capt. Robert V. Miller of Rockport, Indiana's ferryboat the Eagle. For 35 years he has participated in the changing fortunes of the Ohio. "Twelve and one-half cents was charged for a horse and the ferry keeper of 1804-30 was required by Kentucky law to keep a boat of sufficient size for transporting a wagon and four horses, and to keep two able-bodied ferrymen to operate the boat," Capt. Miller states.

His family has collected much historical material on Ohio river ferries. Capt. Miller says, "Lincoln was the Indiana competitor of seven other ferrymen who lined the Ohio on the Kentucky side from upriver West Point to Blackford creek 10 miles downstream."

Changed Operations.

After his encounter with John Dill, a rival ferrymen before a Kentucky court for operating a river ferry without a license, young Abe confined his activities to Anderson creek, then a navigable stream. It defines the boundaries between Spencer and Perry counties, and the Lincoln flatboat was the only way overland travelers could reach Troy, Ind.

The one other outstanding Ohio river site of especial Lincoln significance is the lower landing at Rockport from which Allen Gentry pushed off in 1828 with Abe Lincoln as his oarsman on a journey down the mighty Mississippi, with Hoosier produce for the New Orleans market. Today the old boat landing is regarded as a shrine, and much of Spencer county's Lincoln pageantry is staged there.

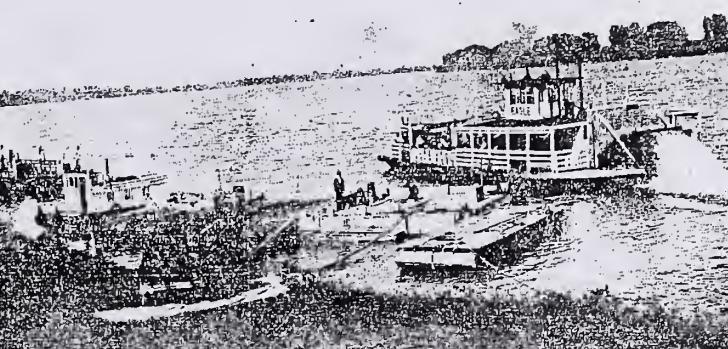
Resided on Historic Site.

For many years Capt. Bob Miller's father, F. M. Miller, resided on the historic site. Until his death in 1916 he was Spencer county's most enterprising ferryboat operator. The father and son built of poplar logs an oar-drawn flatboat which they operated as a ferryboat. Later it was pulled by a gasoline launch. Since that time the Miller family has become a navigation company. Their Diesel-engined "Eagle" (and barges) with capacity for 16 cars, making 75 round trips to and from the Kentucky shores, are representative of today's ferry service up and down the Ohio.

"River bridges are in tune with the times, but the picturesque ferry grows in popularity and thrives as the recreational favorite of motorists," says Capt. Bob who looks upon the increasing number of river spans as "just another competitor."

Must Be Alert.

He says the ferrymen of 1939 must be hustler for trade rather than a waiting agent. "In bygone days his boat was a river depot," he asserts. "When I began operating at Rockport I had out two competitors, the Hawesville (Ky.)



"Blow for a Landing" at the Rockport (Ind.) ferry looking toward Kentucky, which is growing in popularity with motorists. The ferryboat Eagle is shown in foreground.

ferry below Rockport, the Owensboro (Ky.) ferry, the Wilson ferry, and the Cypress beach ferry, "with particular service," he assures.

Miller says, "We all thrive by developing our areas and giving par-

Marvin's Landing and Mauckport in Harrison county, across to Brandenburg, Ky.; Rome, Perry county, across to Stephensport,

Ky.; Tobinsport, Perry county, to Cloverport, Ky., and below Evansville, Ind., there is a ferry from Mt. Vernon, Ind., to the Kentucky shore, and also from Indiana Highway 69 across to Uniontown, Ky.

"Main Street of America."

The new park here embraces the exact spot where passengers of 1826-28 rang a ferry bell that called to a future President of the United States who longed to be a riverman instead. The Boonville Press Club, sponsors of the landscaped area's picnic tables and benches, outdoor ovens and shelter house, declare that "the three acres of the old James Taylor farm that front the Ohio river were once a part of the Main Street of America."

Capt. Miller declares that the Ohio is still a long way from becoming a back alley waterway.

"Each day sees an improvement in its commercial trade," he observes, adding philosophically, "The river and its people, their methods of survival, will provide any man today, as they did in Lincoln's time, with a rich knowledge of human nature."



T. A. Dicus, chairman State Highway Commission, dedicating the roadside park.

LINCOLN FERRY ROADSIDE PARK IS DEDICATED BY HIGHWAY OFFICIALS

Historic Area Between Road 62 and Ohio River, Near Troy, to Serve Motorists—Talks Recall Lincoln's Youth

"WE HAVE progressed far in our development of roads and our use of roads since Lincoln operated a ferry across Anderson Creek at this point and yet we are still seeking in our building of roads, to do as Lincoln did with his ferry, to aid the traveler in reaching his destination more conveniently, more quickly and with greater safety," T. A. Dicus, chairman of the State Highway Commission, asserted in dedicating the Lincoln Ferry roadside park.

Located at the junction of Anderson Creek and the Ohio River, along Road 62 and a short distance west of Troy, the Lincoln Ferry roadside park represents one of the finest developments of its type by the State Highway Commission for the use of motorists. An attractive stone and timber shelter house has been erected on a high

bluff overlooking the river. Picnic tables, cooking ovens, benches and a well are provided for use by the traveler who stops to relax and enjoy a meal. The tract includes approximately three acres of ground and is being planted to increase its attractiveness.

Dedication ceremonies were sponsored by the Booneville Press Club and the program included with the address by Mr. Dicus, talks by Howard W. Atcheson, State Highway Commission; James M. Tucker, secretary of state; Ross F. Lockridge, director of the New Harmony Memorial Commission; Mrs. Bess V. Ehrmann of the Spencer County Historical Society; William G. Minor, Perry County Historical Society; Ivor J. Robinson, Warrick County Historical Society; and A. J. Heuring, Pike County His- (Continued on page 24)

View of the Ohio River from the shelter house. Inset, two newspaper editors, A. J. Heuring, Winslow (left), and Wm. G. Minor, Cannelton, discuss the program.





L. R. Williams, secretary of the Patoka Valley Fish and Game Club, took this photograph of Hibbit Woodford, a member of the club, holding an 11-weeks-old cock pheasant, raised by the club this year. This bird was one of the 47 released by the club near Winslow.

NOT GOIN' TO QUIT RABBIT-HUNTIN'

(Continued from page 2)

and likin' it and still likin' it, I never did have no tularemia, and I hain't ever knowed anybody else that really had it, because our neighbor woman jest thought she had it and didn't. But I knuckled under jest a little. In our house we got some rubber gloves that my wife bought at the nickel and dime store. Anyhow the things didn't cost much. And they are purty nice for cleanin' the rabbits, or the chicken. You can wash 'em out in lots of suds and then wash your hands and use a lot of soap on them too, and you've done your duty without losin' out on a lot of good sport in the fall and winter. I take notice these here doctors hain't quit their huntin' jest because they've found an old disease that we've had with us probably for thousands of years only jest never knowed what it was. I take notice these here M. D. fellers likes to shoot at a hustlin' cottontailed shybuck jest as well as I do. And one of 'em told me when I clean fish or game to warsh my hands in lots of suds and it was a good disinfectant.

I'm jest a darned fool fisherman. Mebby I'm too tough to git this here tularemia. But, by ginger, I like to hunt rabbits and I jest hain't goin' to let nobody spoil it. On Nov. 10 you'll find me out in the fields and woods and after rabbits, same as I done last year and the year before and so on back to the days when I wore knee pants and wiped off my nose on my coat sleeve. They hain't nobody goin' to spoil my rabbit huntin' with no new-fangled notions. I got scared when I was a kid and quit eatin' raspberry jam because I thought it might give me appendiceetus, and when this here idee about tularemia got started I jest said to myself, by cracky, mebby they's some raspberry seeds about that, too; and I've hunted right along and used common sense and got some rubber gloves jest in case, and used plenty of good, strong soap. When you've missed a few years of swallerin' grape seeds and enjoyin' raspberry jam on a slab of bread with some good cream poured over it, making somethin' that's mighty good and nourishin', by cracky, you've jest about got to where you're a takin' new notions with a little salt. Me fer rabbit huntin', by ginger and by cracky.

LINCOLN FERRY PARK DEDICATED

(Continued from page 6)

torical Society. Ernest W. Owen, president of the Booneville Press Club, presided.

"Since the day that Abraham Lincoln embarked at this point to take produce to New Orleans on a flatboat," Mr. Dicus continued, "we have witnessed progress in all fields of endeavor such as no other period of equal time in all the history of the world. Miles of highways of more recent development lead into practically each and every community in our land. We believe that it will be interesting to refer on this occasion to the Indiana highway system which contributes much to the reality of our presence. Throughout the ages the progress of a people has been a story of their roads. Today our social and economic life is built around good roads which provide rapid communication and convenient transportation.

"From the pioneer Lincoln with his ox team, plodding the crooked paths that were called roads a century ago and from the mud and dust of our so-called improved roads of a generation ago, I invite you to turn to another picture. Think of a hard-surfaced highway extending from San Francisco to New York and then south to Miami. Add enough intermediate surface, free from dust and mud to make two roads from Los Angeles to Baltimore. Top it with a city street extending from Indianapolis to Cedar Rapids—and then you have an idea of the size of the Indiana state highway system.

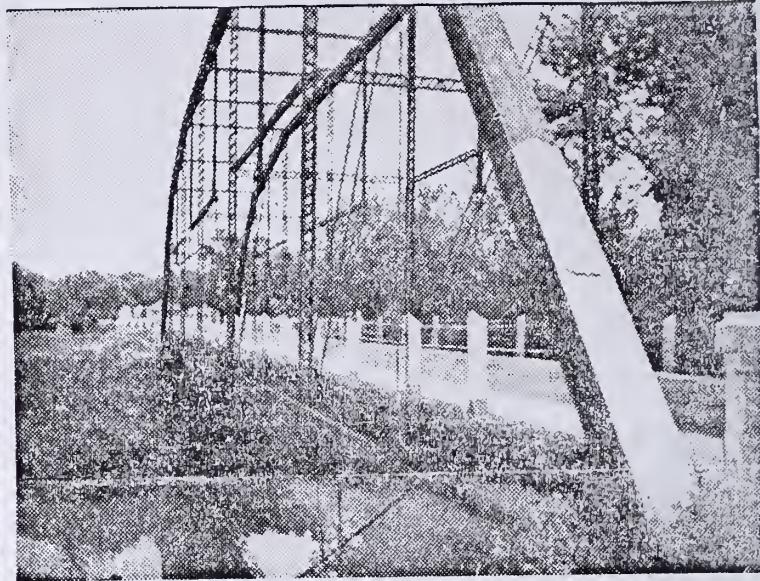
"This immense highway system, paid for without one cent of bonded indebtedness, represents a cash outlay of millions of dollars and is a monument to the skill of Hoosier highway engineers. Operation of this great system is one of the biggest businesses in Indiana. Every mile, once constructed, must be kept in good condition and open to traffic throughout the year."

A movement has been inaugurated by the Booneville Press Club and other organizations in the area to erect a memorial to Lincoln within the roadside park, commemorating his operation of a ferry and his associations with the community during the fourteen youthful years spent on Hoosier soil.



Charles R. Eppard and D. Bennet are shown here liberating pheasants raised by the Webster Lake Conservation Club.

Only a Tag Marks Fulton Grave At Troy



MARYANNA GERBER LOCATES the grave of Abraham Fulton, brother of Robert Fulton, inventor of the steam-boat, in a cemetery at Troy. The grave is marked by a tag tied on a stick.

A BRIDGE NOW SPANS Anderson Creek where Abraham Lincoln once operated a ferry. The stream was Anderson River when young Lincoln's boat carried passengers across its waters.

Perry County Historical Society to Consider Marking Lincoln Ferry and Fulton Grave

Special to The Courier-Journal.

Cannelton, Ind., June 14.—The Perry County Historical Society, at its annual meeting Sunday, will consider the marking of two important historic sites at Troy, second oldest town in Indiana—one at the mouth of Anderson River, where Lincoln operated a ferry in his youth, and the other in Troy Cemetery, where Abraham Fulton, brother of Robert Fulton who first put steam and boats in a practical partnership, is buried.

Neither site has anything to designate it or to tell the world of its significance, although many organizations from time to time over the years have talked, some of them quite seriously, of placing markers. The plans being considered by the society call for inexpensive markers at these two historically important spots.

Last summer when the Indiana State Highway Department dedicated the shelter house and the roadside park at the Lincoln Ferry site, Ross Lockridge, historian-speaker, suggested that the Historical Societies of Spencer and Perry Counties establish a worthwhile monument to Lincoln at this place. There was much enthusiasm at the time, but nothing came of it.

Came to Perry County With Parents In 1816

Lincoln came with his parents, Thomas and Nancy Hanks Lincoln, and his sister, Sarah, to Perry County from Kentucky in 1816, when he was 7. The next thirteen years were spent in the vicinity of Troy, where he attended school for a while.

No bridge spanned Anderson River, then classed as a navigable stream, and all crossing was done by boat, according to de la Hunt's history. Here at the Anderson, which empties into the Ohio, was a packing house. The mouth of the Anderson was a harbor for flatboats taking produce to New Orleans. Here Lincoln operated a

ferry several years before 1830, when his father moved to Illinois.

Abraham Fulton's grave was the first one placed in Troy Cemetery. This was in 1816. The grave is pointed out by older residents and Lawrence O'Connor, history student, has an old Bible describing the Fulton grave. So much interest has been shown recently in Fulton's grave that a printed piece of cardboard has been attached to a stick at the grave.

According to history, Abraham Fulton was preparing to build a home on the highest hill east of Troy and during the log-rolling a giant tree fell, crushing him to death. All plans for the home were abandoned and for many years the heap of logs could still be seen at the site.

Robert Fulton Owned Much of Land

Since Robert Fulton owned much land in the county, it is assumed that Abraham Fulton was expecting the Fulton family to come here, although Robert Fulton had died the year before, in 1815.

Roy Fenn, Tell City manufacturer, who read a paper on Robert Fulton at a meeting of the Historical Society in 1933, said that Robert Fulton owned the present site of Tell City, citing deed book A, page 544 of Perry County which states that Nicholas J. Roosevelt, forebear of President Franklin D. Roosevelt, assigned this land—740 acres in all—to Fulton on October 10, 1814. Mr. Fenn said the transaction was clarified by volume 10, page 15, Land Office Department of Interior in Washington.

In The Courier-Journal of March 13, 1850, an article appeared suggesting a monument to Robert Fulton and that it be erected somewhere on the land he formerly owned in this county. An organization was perfected, called the Fulton Monument Association, with the Governors of Kentucky and Indiana as honorary members. That plan, too, failed to achieve its goal.

6/14/1940

Historic Ferries Wage 'Fight for Life' On Ohio

Bridges Bring Grief to Industry Lincoln Engaged In.

12/19/1940

The Times Special Service.

Cannelton, Ind., Dec. 19.—In their struggle to survive, seven historic Ohio River ferries in a ninety-mile stretch from Perry County to the toe of Posey County are waging a new kind of economic warfare against recently-completed spans and the 1941 prospect of toll-free bridges between Indiana and Kentucky.

Besides reducing rates, in some cases one-half, ferry operators are developing tourist, freight and express service. Not content to remain agents who wait at river depots for trade to come to them, they now collect, transport and deliver for shippers anything from a truckload to a package.

PLEASURE TRIPS CHARTED.

Pleasure trips and history studies on the historic river also promise to make up for some of the revenue lost to the bridges. The Owensboro, Ky., to Indiana bridge was opened in July, 1940, and another, the Henderson, Ky., to Evansville span, will become toll-free March 20, 1941.

Capt. Bob Miller, for thirty-five years ferryman between Rockport, Ind., and Owensboro, Ky., says: "By going after trade I can still do a good business, despite the fact that bridges are in tune with the times." He is making river lore alluring to tourists who visit Southern Indiana to drink in Spencer County's Lincoln traditions. He operates in the river area where Abe Lincoln once pulled oars as a ferryman against seven competitors.

CATER TO TOURISTS.

The Lehman-Mattingly-owned Cannelton to Hawesville, Ky., ferry also is developing its popularity with tourists. It is making Cannelton a mecca for river explorers who are spreading the fame of Perry County's "Troy to Rome" river scenery, along a route once followed by General Lafayette, who visited Indiana early in the Nineteenth Century. There are river ferries at Tell City-Cannelton, Ind., the Miller ferry at Rockport, Ind., another below Rockport, the Wilson ferry above Yankeeetown, Ind., the Cypress Beach, Ind., ferry, and below Evansville a ferry from Mt. Vernon, Ind., to the Kentucky shore. Another is at the end of Indiana Highway 69 across to Uniontown, Ky.

2 Historic Bridges Slated for Repairs

Covered Spans Over Anderson Creek Where Lincoln Cut Timber Are to Be Repaired
After Damage By Windstorm.

The Times Special Service.

Troy, Ind., June 18.—Two historic covered bridges over Anderson Creek between Spencer and Perry Counties, damaged by the windstorms of early May, have won a new lease on life. They span the historic Hoosier stream where Abe Lincoln as a boy is said to have cut the timbers for his first flatboat, and later, to have operated a river ferry. Tourists often have protested talk of dismantling them.

Shoals Bridge, on an almost forgotten road from New Boston in Spencer County to Lilly Dale in Perry County, has been condemned and travelers and haulers warned that they cross at their own risk. Meantime, the auditors of Perry and Spencer Counties have advertised for bids on its restoration. Besides repairing arch ends, tightening flooring, all bolts and placing rock pillars under its corner posts, Shoals Bridge will be weatherboarded and creosoted.

The old landmark, with its Anderson Creek twin, Huffman's

Bridge, two and one-half miles upstream, played a unique role during the War Between the States. Col. Thomas Hines, scout and spy of Gen. John Hunt Morgan's Confederate raiders, employed them on an advance reconnoitering expedition through Southern Indiana, in June, 1863, ahead of Morgan's later raid from Brandenburg, Ky., across to Corydon, Ind., north.

Colonel Hines used the newly-built structures as a place of concealment. His men crossed the Ohio River by ones and twos, until seventy-five were scattered through the countryside. They scouted for horses, food supplies and available loot for the Army that subsequently followed behind General Morgan.

Officials of the two counties have ordered improvements also for Huffman Bridge, storm shelter for patrons of Huffman's corn mill until that Lincoln landmark faded from the scene. It will be roofed with corrugated, galvanized roofing, weatherboarded and made serviceable for heavy traffic.

6/19/1941

LINCOLN FERRY KIOSK CEREMONY SET FOR SUNDAY

Perry Historical Society
Sponsor of Dedica-
tion Program

TELL CITY, Sept. 17—(Spe-
cial)—A kiosk showing a brief
history of Abraham Lincoln's
stay in this section of Indiana,
will be dedicated Sunday after-
noon at 2 o'clock at Lincoln Fer-
ry park, just across Anderson
creek in Spencer county, where
Lincoln was employed as a ferry-
man crossing Anderson river.

The exercises will be conducted
under auspices of the Perry
County Historical society of which
Wallace Weatherholt, Tell City,
deputy state treasurer, is presi-
dent.

Henry J. Schnitsius, Indianap-
olis, landscape supervisor of the
state highway commission, will
speak. He will be introduced by
Albert J. Wedeking, Dale, a mem-
ber of the highway commission.

Mrs. Louis Zoercher, Tell City,
will describe the plot of ground
which has been set aside at Green-
wood cemetery, Tell City, for the
burial of soldiers of the present
war. William Waldschmidt, Can-
nelton, will speak.

Lincoln Ferry park is located a
short distance below Troy on high-
way 66, along the river bank.
It is maintained by the State
Highway commission and is under
the supervision of Fred Heubi, Tell
City, district highway superin-
tendent.

Transcribed by
Lynne C. Clegg

Sept 18/42

PANORAMA
HARRY SHAW NEWMAN
GALLERY



Ferry Crossing on the Ohio. Water Color. By Thomas Cole, 1801-1848.
See Back Cover.

Volume II

AUGUST - SEPTEMBER, 1946

Number 1



Lincoln's Footsteps

Thirteenth in a Series

ABRAHAM LINCOLN was born in Kentucky and elected president from Illinois, but the state which shaped his life more than either of these was Indiana.

The Lincolns migrated to Indiana when Abraham was a lad of 7 and remained until he was 21. Most of the formal schooling Lincoln received was obtained in Indiana. The opinions, observations and philosophies to which he was exposed in Indiana during his formative years were the ones that carried him to the White House and enabled him to lead Civil War years.

There is much in Indiana to create memories of Lincoln: Lincoln Ferry Park, Lincoln

State Park, the Nancy Hanks Lincoln Memorial, the Ohio River landing at Rockport and Rockport's reconstructed pioneer village.

THE PIONEER village in Rockport city park (admission charged) will give you the "feel" of the Lincoln era and a better understanding of the Great Emancipator as you follow his footsteps across southern Indiana.

More than a dozen buildings associated with Lincoln are accurately restored here. There is the law office of John borrowed books; the Jones store near Gentryville, where Lincoln once was a clerk; the Old Pigeon Baptist Church,

whose congregation included the Lincolns; a pioneer school, similar to the one Lincoln attended, and several residences restored to the Lincoln period.

Not far away, at the old boat landing in Rockport, Lincoln and a neighbor, Allen Gentry, began the historic trip to New Orleans. This, tradition says, was the trip that led Lincoln to vow he would crush slavery if the opportunity came.

THE LINCOLN family's footsteps can first be found on the banks of the Ohio near Rockport on Ind. 66. This, as nearly as can be determined, was the Lincoln crossing site when the family migrated in



Opposition to slavery and land title difficulties pushed the Lincolns into Indiana. This is near the point where they crossed the Ohio River and looked back on Kentucky.



The Azel Dorsey home is among restorations in Rockport's Lincoln Pioneer Village. Faithful reproductions of buildings associated with Lincoln stand at one location.

1816 to a new home in northern Spencer County.

NINE YEARS later, Lincoln returned to this spot on the Ohio, at the mouth of Anderson River, and operated a ferry large enough to carry one team and one wagon.

Lincoln also built a flat-boat which he operated to Ohio River vessels passing in mid-stream and this ambitious project gave him his first experience in court.

Kentucky had granted a ferry license to John T. Dill and Dill contended that Lincoln was illegally encroaching on his business. Ordered into Justice of the Peace Court, Lincoln argued his own case, convincing the court that carrying passengers only to mid-

stream without a license was legal.

AN ATTRACTIVE roadside park marks the ferry landing and a memorial tablet tells the story of the Lincolns in Indiana.

When the Lincolns crossed the river, they struck out to the northwest, settling near what is now Lincoln City, Ind. 245 and Ind. 162 to the west follow the weary footsteps of the Lincolns as they crossed the Spencer County hills.

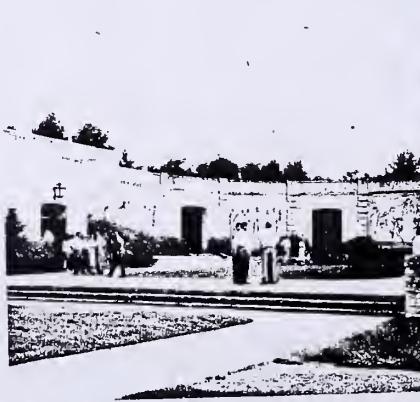
The Lincolns resided in Spencer County for 14 years, finally moving northwest, probably through Stendal, Winslow, Petersburg and Monroe City, until they reached Vincennes and crossed the Wabash. Ind. 61 follows most of the route.

Nancy Hanks Lincoln, mother of Abraham, lies buried on a wooded hillside near the beautiful limestone memorial Indiana has erected to her memory. Thousands of visitors come annually from all parts of the country to see it.

The foundation and fireplace of the Lincoln cabin are restored not far from the grave and the unusual "Trail of Stones" lies beyond.

A LEISURELY half-hour over the brief trail will resurrect in tangible associations the life of Lincoln from his Kentucky birthplace to his Illinois tomb.—R.S.S. ★ ★ ★

(Next week: Muck Farming On the Kankakee.)



This beautiful state memorial to the President's mother relates the Lincoln story in bas-relief.



Dignified simplicity marks the grove of Nancy Hanks Lincoln.

Drive Starts To Replace Lincoln Story At Nearby State Ferry Park



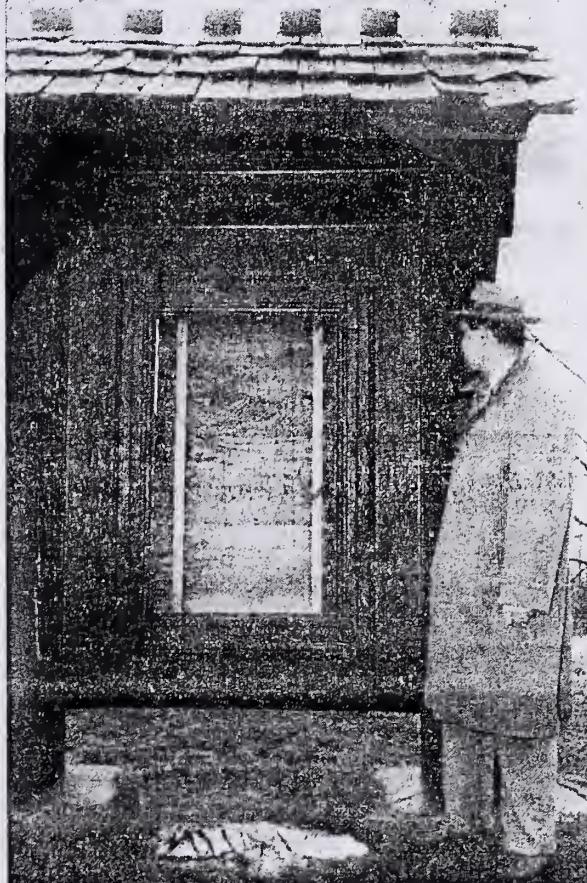
LINCOLN COUNTRY: William Sims, past president of the Troy Chamber of Commerce looks at the mouth of Anderson Creek in the top photo. This is the spot where Abraham Lincoln used to operate a ferry across the creek and also transported passengers to steam boats moving down the Ohio River. In the picture at the right, Mr. Sims looks at the blank space which used to have a story of Lincoln's affiliation with this area. Efforts are being made to have a similar one returned to this place at Lincoln Ferry State Park. The original was destroyed by vandals some time ago. (News Photos)

The printed story of Abraham Lincoln's life in the vicinity of Troy where he operated a ferry across the Anderson River, has been removed from the glass enclosed kiosk which stands on the site of Lincoln Ferry Roadside Park near Troy. Many think it is the work of vandals.

John Peters, chairman of the Indiana State Highway Commission has been informed of the matter. He has referred it to the Indiana Historical Bureau where a copy of the material might be obtained.

Mrs. Hubert R. Bruce, Tell City, member of Lafayette Spring Chapter, Daughters of the American Revolution, has offered to provide the heavy plate glass to enclose a new copy of the story. William Sims, president of the Troy Chamber of Commerce said he hopes to interest his organization in the installation of an electric light as a means of protection.

The late Ross Lockridge sr. of Indiana History Department interested members of the State Highway Commission in establishing the Lincoln Ferry Roadside Park pointing out to them that the boy Lincoln spent fourteen years at this place—from the age of seven when he came from



Hardin County Ky., with his parents and sister Sarah, until he was 21 in the year 1830 when he moved with his family to Illinois. law at this time, both incidents probably had a profound effect on his life.

Lockridge said Lincoln earned his first dollar at this site and he also had his first brush with the

One day, the story goes, Lincoln spied two men driving down the road at top speed in a wagon. (Continued on Page 6)

Here

Sec. 1—Page 6

THE CANNELTON (IND.) NEWS: Tuesda

**DRIVE TO REPLACE
LINCOLN STORY STARTS**
(Continued from Page 1)

They asked him to row them out into the Ohio River so they could board a steamer. He said later in talking about this incident to members of his cabinet that he sculled them out into midstream. After they were safely aboard he called to them "haven't you forgotten something?" Then each man threw down a silver half dollar into the bottom of his boat. He told friends afterward that he never knew that one could make so much money in so short a time.

But his pleasure was of short duration for he was served with a summons to appear in the court of Squire Pate, a Justice of the Peace, of Lewisport, Ky. across the river, to answer a charge brought by the Dill brothers who said Lincoln has operated a ferry "across" the Ohio without a license.

Lincoln argued his own case saying he did not ferry passengers across the river but only into midstream where the men boarded a steamer. He won his case and it was said Squire Pate gave the youth some good advice concerning law.

The people of this community like to think that the things which made Lincoln great were molded in his character while he lived in the area—from 7 to 21 years, the most formative years of any one's life. Residents would like to preserve Lincoln Ferry Roadside Park and the story of Lincoln's life so that tourists and others can appreciate this historic spot.

FERRIES STARTED IN '02

**Were Established at Mouth of
Green River**

HENDERSON, Ky., April 28.—The first public ferry connecting Indiana and Kentucky was established in 1802 at the mouth of Green river, from Kentucky to the Indiana shore. General Samuel Hopkins was responsible for the system. In the same year Jonathan Anthony operated a ferry at Henderson to the Indiana side.

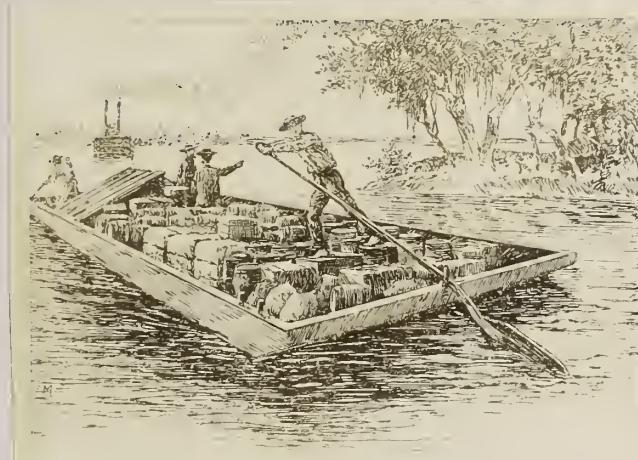
First Steamboat "Pike"

The first steamboat built in this section was the "Pike," built in 1817 at Henderson by J. Prentiss. It was the 14th boat built on western waters. She was a 25-ton boat, built for the trade from Louisville to St. Louis, and afterwards ran in the Red river trade and was burned in 1818.

37. LINCOLN'S LANDING, ROCKPORT, INDIANA. Lincoln often came to this spot which was the nearest approach of the Ohio River to his Indiana home. He probably climbed over the rocky cliff to which Rockport owes its name. Judge Pitcher lived at Rockport and from him Lincoln borrowed books. The whole story of Lincoln's residence in Indiana should be read. One of the best accounts is by Ida H. Tarbell. In the Footsteps of the Lincolns, pp. 114-153. cf. also, Bv1.ch.2.

LINCOLN AS A BOATMAN

Lincoln made his first river trip to New Orleans in the Spring of 1828 with Allen Gentry. Bv.I-87. The pen drawing suggests this trip.



LINCOLN AS A FLATBOATMAN

Troy Sept 1817 for me

for me at Troy Oct 1818

Rome Sept 1817.

Cambridge 1839

DRAPER - H

卷之三

THE
CITY
OF
NEW
YORK
CHAMBER
OF
COMMERCE

